









The North American Emissions Control Area

Briefing for Regional Administrator
MARPOL ANNEX VI
Marine ECA Compliance Overview
July 12, 2018
Air Enforcement Section



North American ECA Boundaries



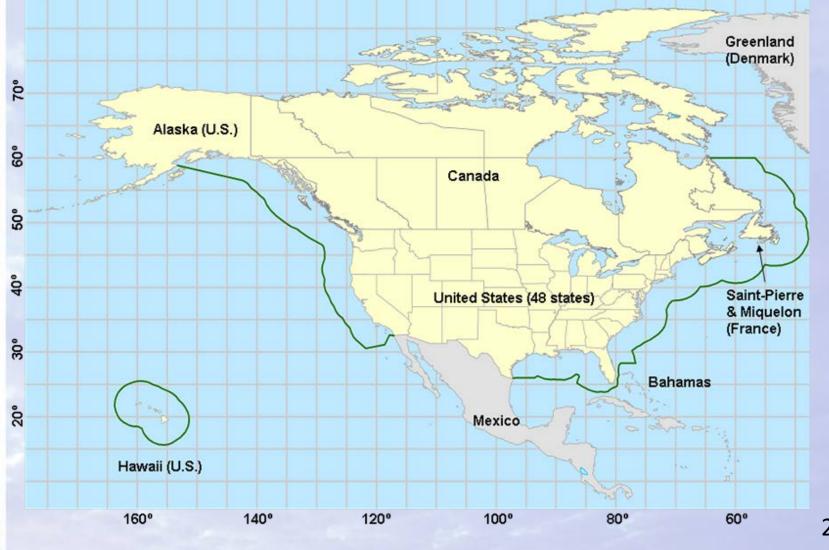














Ocean Going Vessels



- 2-3x's NOx + SO₂ emissions than South Coast refineries
- NOx emissions half of all cars/SUVs (SC + USA)
- Pre-2015 emissions uncontrolled
 - Highway truck ULSD =15 ppm S
 - World-wide OGV fuel=35,000 ppm S















- BIG vessels
 - Container ships
 - Tankers
 - ROROs
 - Bulk Carriers
 - Cruise Ships











What it looks like on the inside

























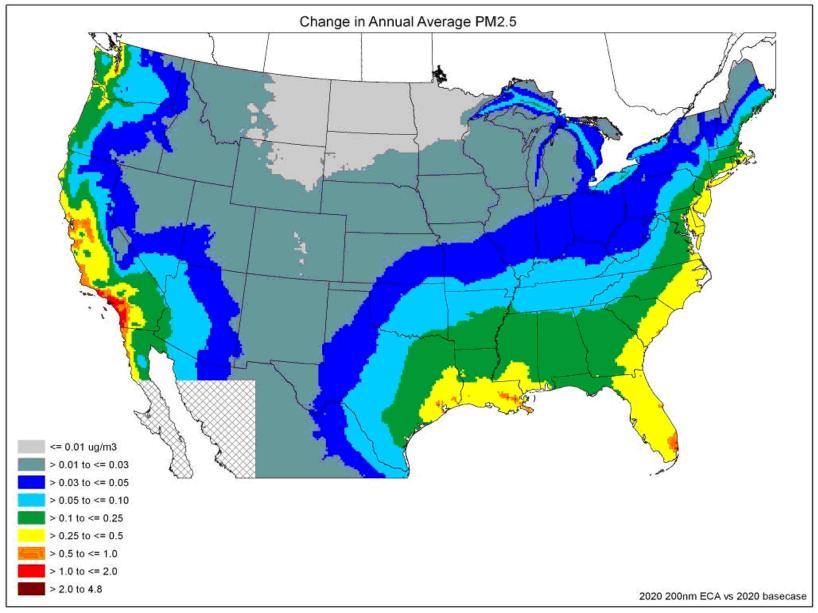
North American ECA – Benefits

- Effective Aug. 2011
- Annual reductions (post-2020):
 - 320,000 tons of NOx
 - 90,000 tons of PM2.5
 - 920,000 tons of SOx
 - 23%, 74% and 86% reduction of predicted levels absent the ECA
- For 5 million people every year, 14,000 premature deaths prevented and respiratory symptoms lessened



ECA Benefits—PM-2.5

















ECA Enforcement

- Act to Prevent Pollution from Ships (APPS) applies the ECA requirements
 - EPA Regulations in 40 CFR Part 1043
- CAA not directly relevant
 - Except that enforcement against fuel suppliers and U.S. flagged vessels became possible in 2015
- Cooperative enforcement USCG & EPA









USCG Enforcement

- Enforcing ECA nationally
- Inspects ~ 9,500 vessels annually
- 83 deficiencies (<1% non-compliance) documented
 - ~4 years (July 2014 through Dec. 2017)
- Complying industry
 - Vessels overcame issues of fuel non-availability and abilities to safely use compliant fuels



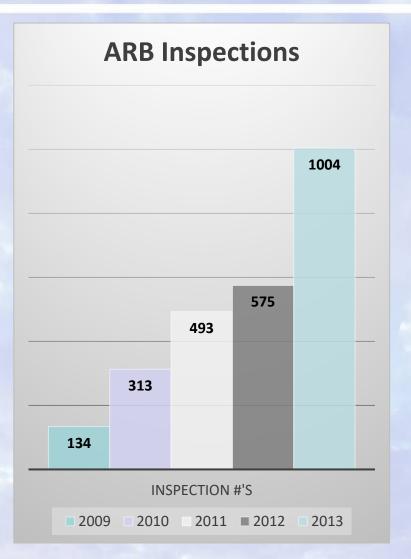








CARB Enforcement



- Over 5,600 inspections with sampling since 2009
- Types of Violations (~200)
 - Late Changeover
 - Using non-compliant fuel at berth. Noncompliance fee not paid
 - Fuel did not meet specs
- > 95 % Compliance.
- Over \$2M in penalties collected.



Questions?



